

Chapter 6. Nonradar

Section 1. General

6-1-1. DISTANCE

Use mileage-based (DME and/or LTD) procedures and minima only when direct pilot/controller communications are maintained.

6-1-2. NONRECEIPT OF POSITION REPORT

When a position report affecting separation is not received, take action to obtain the report no later than 5 minutes after the aircraft was estimated over the fix.

REFERENCE-

FAAO 7110.65, IFR Military Training Routes, Para 9-3-7.

6-1-3. DUPLICATE POSITION REPORTS

Do not require an aircraft to make the same position report to more than one facility.

6-1-4. ADJACENT AIRPORT OPERATION

TERMINAL

WAKE TURBULENCE APPLICATION

The ATC facility providing service to heavy jets/B757's and having control jurisdiction at adjacent airports shall separate arriving or departing IFR aircraft on a course that will cross behind the flight path of a heavy jet/B757 - 2 minutes. (See FIG 6-1-1 and FIG 6-1-2.)

Adjacent Airport Operation -- Arrival

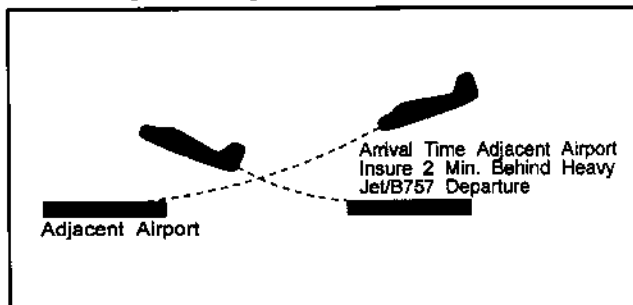


FIG 6-1-1

Adjacent Airport Operation -- Departure

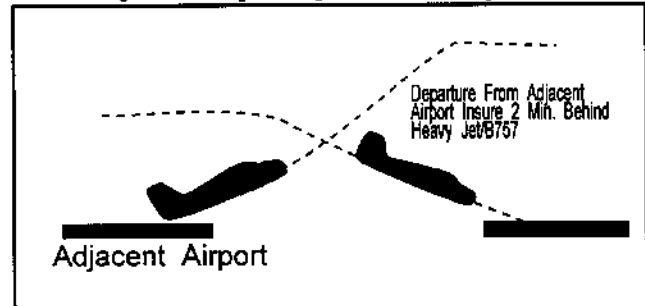


FIG 6-1-2

6-1-5. ARRIVAL MINIMA

TERMINAL

WAKE TURBULENCE APPLICATION

Separate IFR aircraft landing behind an arriving heavy jet/B757 by 2 minutes when arriving:

- The same runway (use 3 minutes for a small aircraft behind a heavy jet/B757).
- A parallel runway separated by less than 2,500 feet.
- A crossing runway if projected flight paths will cross. (See FIG 6-1-3.)

Arrival Minima Landing Behind an Arriving Heavy Jet/B757

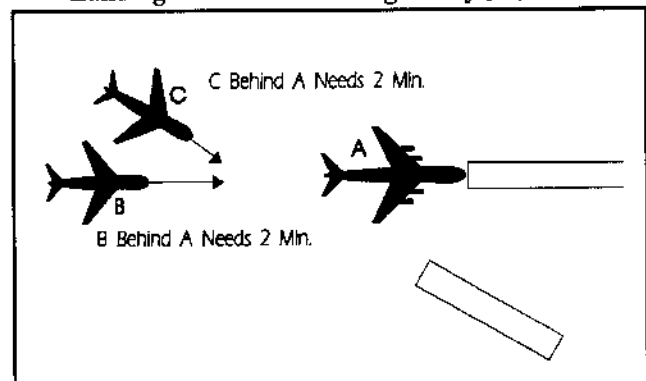


FIG 6-1-3